

INFORMATION REPORT

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COUNTRY Rumania

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25X1 SUBJECT [REDACTED] Port of Constanta

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25X1

25X1

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25X1

1. There follows an explanation of the numbers below corresponding to the numbers [REDACTED] of the port of Constanta:

25X1

1 to 32 - The wharves of the harbor as they are numbered today.

2 - At this site the Greek freighter VIRGINIA (4,000 tons) was seen loading timber.

32 - A Panamanian freighter, 2,000 to 2,500 tons.

13 - A Soviet freighter 5,000 to 6,000 tons.

15 - A 2,000 tons Soviet freighter was seen loading fertilizers at this site.

16 - An 8,000 tons Soviet freighter, loading cement.

23 - At this site a 9,000 to 10,000 tons Panamanian freighter was seen loading sunflower cakes.

33 - At this point called Petroleum Basin, a Soviet tanker, the STALIN, (9,000 to 10,000 tons) was seen loading oil.

Cranes:

a. At No. 4 and 5 docks, there are two old electrically operated cranes of German origin. They have a three ton capacity each.

b. At the No. 12 and 16 docks, there are four old cranes of the same type and capacity as the above.

c. There are two old cranes at No. 19 and 20 docks. They are similar to those mentioned above at docks No. 4 and 5.

d. Between 1949 and 1950, two electrically operated cranes of more than three tons each were placed at dock No. 22 and dock No. 23. They were brought from Hungary.

e. Between dock No. 22 and 23 and behind the rails of the two above

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CENTRAL INTELLIGENCE AGENCY

- 2 -

25X1

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mentioned cranes, there is another large electrically operated crane (Titan model) with a capacity of 40 tons. It is used for lifting small vessels on land, and other heavy objects such as railroad cars.

In the autumn of 1949, railroad material was lifted by this crane on three cargo steamers for Albania. One of the steamers was a Swedish freighter, and the other two Rumanian, one of them the ARDEAL. In all 150 items were shipped on these three steamers including a number of small locomotives, and passenger and freight cars which had been repaired in Rumanian factories. Between 1949 and 1950, various heavy machines were unloaded by the Titan crane. Reportedly, the machines came from Sweden and England for the Resita plant at Constanta.

2. Shipment of goods to Albania and arrival of goods from Albania:
 - a. Various foodstuffs are continuously shipped from Constanta for Albania, including war supplies, but material is usually transported by the following Rumanian steamers: ARDEAL, PRESEANOV, DIMITROV and FREDERICK ENGELS.
 - b. The above-mentioned steamers bring scrap iron from Albania to Constanta.

3. - The sites of the following Rumanian warships:

- a. The MARESTI, an 1,800 ton open sea torpedo boat, with a speed of about 22 miles per hour. It is armed with:
 - 1) Two twin 120 mm guns, one at the stern, and one at the bow. The firing control is on the bridge.
 - 2) Two 70 mm anti-aircraft guns, one on the right side of the engine room and the other on the left side of the engine room (on the deck astern).
 - 3) There are two anti-aircraft guns, one at the right side of the boiler room (on the deck afore).
 - 4) Small anti-aircraft guns of unknown caliber: one on the bridge, two on each side of the bridge, two on the stern, and a number of them on the second bridge. The second bridge is between the engine room and the guns at the bow.
 - 5) A number of water-cooled machine guns placed on various parts of the vessel.
 - 6) Two torpedo tubes placed in the middle of each side of the vessel between the engine room and the boiler room.
 - 7) The MARESTI has three smokestacks, each of them lower than the other. They are painted gray as is the whole vessel. They have wireless and radar. The aerial has a diameter of about 0.7 meters and the mast is about two meters high.
- b. The MARASESTI, is the same type as the MARESTI. It has its base at Galati, but when the MARESTI goes for repairs to Galati, the MARASESTI replaces it at Constanta.
- c. The light torpedo boat CAPTAIN GRIGORESCU, of 500 to 600 tons. It was constructed in France and arrived in Rumania at the end of World War I. It has a low smokestack, a Diesel engine, and a speed of 12 to 14 miles per hour. It is provided with wireless. It is armed with two 75 mm guns, one at the bow and one at the stern, two anti-aircraft rapid firing guns, a number of small anti-aircraft machine guns, and two torpedo tubes on each side of the vessel.

CONFIDENTIAL

CENTRAL INTELLIGENCE AGENCY

- 3 -

25X1

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- d. A light torpedo boat of about 500 tons, with steam engines of the same type as the MARESTI, but smaller; two smokestacks; armament; similar to that of the CAPTAIN GRIGORESCU.
 - e. There are two small torpedo boats of the same type as the CAPTAIN GRIGORESCU, and another two similar to the light torpedo boat of paragraph (d) above, with bases at Galati, Sulina and Constanta.
 - f. There are always three vessels lying at the harbor of Constanta, one of each of the type described in paragraph (c) and (d), plus one of the CAPTAIN GRIGORESCU type. The following warships have their base at Constanta:
 - 1) The former LUCEAFARUL (the King's yacht) now called REPUBLICA, anchored at No. 34.
 - 2) A sailing ship (with three masts), formerly called BRICUL MURCEA, used at a naval school. It has two Diesel engines and is usually anchored at No. 21.
 - 3) These ships sail about 10 miles out of the harbor for exercises, and one to five seaplanes are always flying above them during the exercises.
3. The location of the various warehouses and services of the Constanta port:
- 35 - A light buoy with a rotating white light. When ships sail in or out of the harbor they have this buoy on their port side.
 - 36 - A light house with a permanent white light.
 - 37 - A light house with a green light at the entrance to the harbor.
 - 38 - A light house with a red light at the entrance to the harbor.
 - 39 - A small house formerly called Cuibul Reginei (The Queen's Nest). It was formerly Queen Marie's summer residence and is now occupied by a Soviet service, probably in charge of the control of the vessels coming out of the harbor. This Soviet service is provided with telephone and wireless, the aerial of which is tied on two masts.
 - 40 - Barracks for sailors of the Rumanian Navy.
 - 41 - A two-story building made of brick with a concrete base. It is used as a storehouse for various materials.
 - 42 - A semi-underground warehouse (1.5 meters above ground level) made of concrete, with a capacity of 8,000 tons.
 - 43 - A warehouse similar to the above, but two meters above ground level and larger than No. 42.
 - 44 - A three-story building with a basement housing the following services:
 - a. A basement where persons going abroad or arriving from abroad are searched by the Customs house authorities.
 - b. The first floor occupied by the Sovromtransport.
 - c. The second floor occupied by the Custom house services and those of the railroad station of the port.
 - d. The third floor occupied by the Port authorities, a bank, the Pilot Service, the Frontier Guards and a canteen.
 - 45 - Medical services of the port.
 - 46 - Site of the rolling stock of the railroad in the service of the DPM (Directiunea Porturilor Maritime - Maritime Port Directorate), and the

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GENERAL INTELLIGENCE AGENCY

- 4 -
CONFIDENTIAL

25X1

various workshops for repairing the rolling stock.

- 47 - The homes of the Director, the Chief of Section, the Harbor Master, and the pilots.
- 48 - The hospital of the DPM, a three story building. The director of the hospital is a certain Gohn. One of the surgeons of the hospital is named Teodoroscu.
- 49 - Eight warehouses used as follows:
 - The first, a one story building, for storing hides.
 - The second for general merchandise.
 - The third, fourth, fifth and sixth (one story buildings of wood) for storing cement, hardware, and various other building materials.
 - The seventh, 30 meters long, 20 meters wide, made of concrete and brick. It was built in 1949 and is used for storing general merchandise.
 - The eighth, is a shed made of wood and covered with tarpaper. Construction was to be completed by August, 1950. Rubber and iron sheets are now temporarily stored there.
- 50 - The electric power station of the port. It has six Diesel engines. Four of the engines are pre-war and the other two are new.
- 51 - The main office of the DPM administration.
- 52 - The baths.
- 53 - Barracks for storing foodstuffs and other supplies for the personnel of the DPM.
- 54 - Three grain elevators, No. 1, No. 2 and No. 3.
- 55 - A base for a new elevator to be numbered No. 4.
- 56 - Wooden one story warehouse, where sunflower seeds for feeding animals are usually stored.
- 57 - Three one story warehouses made of wood where cement is usually stored for future shipments.
- 58 - A one story warehouse, about 50 meters wide and 12 meters high, built in 1949 for general merchandise.
- 59 - The Customs house office.
- 60 - Site of the Titan crane.
- 61 - Building previously occupied by the Salvage Service. A two story building occupied by the Soviet Navy since the arrival of the Soviets in Rumania.
- 62 - Two hangars in front of the above-mentioned building where the Soviet motorboats and motor ships are repaired. The motorboats are drawn from the sea to the hangars on rails.
- 63 - The base of the motorboats of the Soviet Navy. During the summer they usually patrol the sea. During the winter, about 30 of them are anchored at this point.
- 64 - A two story building now occupied by the Salvage Service. In front of this building, are wooden platforms on which the lifeboats of the

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CENTRAL INTELLIGENCE AGENCY

- 5 -

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above service are located and also the fishing boats of the Compecearia; whenever the latter are in need of repairs the Compecearia (Fishing Service) is also housed at No. 64 building and it disposes of about 20 fishing motorboats made in Finland. They are equipped with all the necessary fishing equipment which arrived from Finland between 1947 and 1950.

4. The floating dock of the Sovromtransport shipyard:

65 - The floating dock, the walls of which are 0.02 meters thick. It can handle Liberty steamers of 10,000 tons.

- a. a 7,000 to 8,000 ton steamer, fully loaded was repaired at the above dock.
- b. Various types of ships such as warships, passenger steamers, and freighters can be repaired at the above dock. The following vessels have been overhauled on this floating dock:
 - 1) The MARETI for 10 to 15 days at the end of 1949.
 - 2) The TRANSYLVANIA for six to ten days in July 1949.
 - 3) The PLEHANOV, for 18 months in 1948-1949.
 - 4) The OREL. It has been undergoing general repairs since the spring of 1949. It is said among seamen that the two Diesel engines will be replaced by new ones from Germany.
- c. About 5,000 men are working day and night in three shifts at this dock.
- d. Vessels awaiting their turn to enter the dock are anchored at No. 7.
- e. When immersed the dock draws 35 feet of water. In 1949 the bottom of the sea where the floating dock is located was dredged. The work was done by the dredger CHARLES. It was necessary to increase the length of the arm of the dredger by three meters, and to add six more buckets of 1,000 kilos capacity each in order to attain the required depth. Since May 1950 the dredge has been at the Cornavodn Canal.

66) The shipyard workshops on the shore in front of the floating dock, consisting of three large buildings. No. 66 is the machine shop and the turnery. No. 67 is the carpentry and drafting room. No. 68 is the smithy and the furnace.

69 - A two story building, housing the offices of the Sovromtransport Directorate of the yard. The technical and manual personnel is Rumanian. The management and the clerical personnel is mainly Soviet. The Sovromtransport shipyard does only repair work. It does not construct new vessels, except a few small vessels.

70 - Stocks on which barges are being repaired. At present the pilot's boat in the service of the DPM is undergoing repairs. The steel plates are being changed.

71 - The wreckage of the Rumanian gunboat MALUCA.

72 - A section of the pier which is still unfinished.

73 - Anchorage for vessels loading oil

74 - Tanks for the oil which flows to No. 73 by means of pipes. Smaller quantities of oil are pumped from No. 76 to No. 75.

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CENTRAL INTELLIGENCE AGENCY

- 6 -

CONFIDENTIAL

25X1

- 77 - Oil tanks damaged during the war and not repaired.
 - 78 - The wireless of the harbor. It is in the charge of the DFM. The director's name is Nicolae Cadancu.
 - 79 - Two underground observation posts. They were constructed by the Germans, but were not in use until the spring of 1950, when they were cleaned. There is a powerful searchlight in each of them for searching the sea.
 - 80 - A villa occupied by the Militia of the harbor.
 - 81 - An ammunition warehouse made of concrete on the pier. It is 10 meters long, 10 meters wide and about six meters high.
 - 82 - Two buildings in which the men of the Frontier Guard are quartered. There are about 2,000 men. Foreign ships in the harbor are guarded by men of the Frontier Guard.
 - 83 - A number of buildings occupied by the Rumanian Naval School.
 - 84 - The central railroad station of the city.
 - 85 - Railroad station warehouses.
 - 86 - Various warehouses of the railroad station and the workshops of the Third Section of the DFM.
 - 87 - Wooden barracks constructed in 1949, where recruits who are being trained in this area are quartered. About five to six thousand recruits are receiving infantry training.
 - 88 - The depots of the railroad station.
 - 89 - Various railroad workshops.
 - 90 - A tunnel leading to the Palas railroad station, the first station from Constanta to Cernavoda. At the Palas railroad station are the largest railroad repair workshops which were bombed during World War II. They have been repaired since then and are now operating normally.
 - 91 - The old Casino.
5. Sunk vessels: From the floating dock (No. 65) to the wharves No. 25, 26, 27, 28, the pier was destroyed during the war and it has not been repaired. Along the whole length of this damaged section of the pier lie the wrecks of various Rumanian and German vessels. Since the war two German steamers have been raised.
6. Entrances to the docks: The docks are surrounded by a wall about two meters high, built at the end of 1949. There are three doors, No. 1, 2, and 3 permitting entrance to the docks. No. 1 is immediately west of the western observation post, No. 79. This is the main entrance. No. 2 is south of the railroad station, No. 87 and No. 3 immediately to the west of the buildings, No. 82.
7. Depths of the harbor:
- a. From No. 1 to No. 29 wharf inclusive, the depth is about eight meters.
 - b. From the No. 30 to No. 32 wharf inclusive, the depth is 10 to 11 meters.
 - c. The depth of the entrance of the harbor is 13 to 14 meters.

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